

**AMENDMENTS TO THE ABSTRACT:**

Please replace the paragraph (Abstract) beginning at page 38, line 1 with the following rewritten version:

**ABSTRACT**

~~An angle  $\theta_1$  between the peripheral direction edge section of each permanent magnet (3) or the pole center side edge section of rotor surface adjacent section of non-magnetic layer (4) continuous or adjacent to the peripheral direction edge section of each permanent magnet (3) and between poles, and an angle  $\theta_2$  between pole center side edge section of the rotor surface adjacent section of the second non-magnetic layer (5) and the between poles, are determined to be~~

$$0 < \theta_1 < 180/(5 \cdot P_n)$$

and

$$180/(5 \cdot P_n) \leq \theta_2 \leq 180 \times 2/(5 \cdot P_n)$$

or

$$0 < \theta_1 < 180/(7 \cdot P_n)$$

and

$$180/(7 \cdot P_n) \leq \theta_2 \leq 180 \times 2/(7 \cdot P_n)$$

where a pole pair number is  $P_n$ .

A motor has a rotor core with a plurality of first non-magnetic layers and a plurality of second non-magnetic layers. The rotor core has a plurality of magnets. The first and second non-magnetic layers are positioned to cancel n-th order harmonics. Therefore, a specific order, for example 5-th order and 7-th order, harmonics component of the a magnetic flux distribution waveform (induction voltage waveform) can be is reduced and unnecessary radial force and thrust force can be is prevented from occurrence, while sufficient magnetic flux can be is maintained.